

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K10/281

- Applicant** : Urban Renewal Authority (URA)
- Site** : New Kowloon Inland Lot (NKIL) 6658
- Site Area** : About 5,307m²
- Lease** : NKIL 6658 held under the Conditions of Grant No. 20457 commencing from 6.3.2026 for a term of 50 years, with the following salient conditions:
- (a) restricted for non-industrial purposes;
 - (b) the total gross floor area (GFA) shall not exceed (I) 47,763m²; or (II) the GFA figure calculated according to the formula for non-industrial purposes, whichever is the lesser; and a maximum GFA of 39,802m² for private residential purposes;
 - (c) parking and loading/unloading (L/UL) requirements for residents or occupiers of the buildings erected on the Lot;
 - (d) public vehicle park (PVP) of 217 spaces for parking of motor vehicles;
 - (e) reserved area for building, vehicular and pedestrian traffic;
 - (f) one child care centre; and
 - (g) construction of subway connection open for public use.
- Plan** : Approved URA Kai Tak Road/Sa Po Road Development Scheme Plan (DSP) No. S/K10/URA1/2
- Zoning** : “Residential (Group A)” (“R(A)”)
- (a) subject to a maximum plot ratio (PR) of 7.5 for domestic building or 9.0 for a building that is partly domestic and partly non-domestic, of which the domestic part shall not exceed 7.5, or PR of the existing building, whichever is the greater; and
 - (b) subject to a maximum building height (BH) of 120 meters above Principal Datum (mPD) or the height of the existing building, whichever is the greater.
- Application** : Proposed Minor Relaxation of Domestic PR and BH Restrictions for Permitted Residential Development with Government, Institution or Community (GIC), Commercial/Retail and PVP Uses

1 The Proposal

- 1.1 The applicant, URA, seeks planning permission for minor relaxation of maximum domestic PR restriction from 7.5 to 8.0 (+0.5 or +6.67%) (while keeping the maximum total PR of 9.0), maximum BH restriction (BHR) from 120mPD to 140mPD (+20m or

+16.67%) for permitted residential development with GIC, commercial/retail and PVP uses at the application site (the Site) (**Plans A-1a to A-3**), which falls within an area zoned “R(A)” on the approved URA Kai Tak Road/Sa Po Road DSP No. S/K10/URA1/2¹ (i.e. KC-015). According to the Notes of the DSP, minor relaxation of the PR and BH restrictions may be considered by the Town Planning Board (the Board) on application under section 16 (s.16) of the Town Planning Ordinance (the Ordinance) based on the individual merits of a development proposal. An underground PVP shall be provided as required by the Government. The Explanatory Statement (ES) of the DSP also specifies various planning and land use requirements, including but not limited to not less than 800m² GFA for GIC uses, a new road for public use to divert vehicular traffic from Sa Po Road to Kai Tak Road, a sunken plaza of 1,000m² in the southern side of the DSP and 50m setback of domestic tower (at above 15m) from the furthest point of the southern site boundary along Prince Edward Road East² (**Drawing A-1**).

- 1.2 According to URA, as minor relaxation of the maximum domestic PR under the total PR cap is to enhance development flexibility to meet market needs, the actual mix of domestic and non-domestic PRs will be determined at detailed design stage. Minor relaxation of BHR from 120mPD to 140mPD is applied in tandem for Modular Integrated Construction (MiC) and aboveground carpark. The BHR increase comprises (a) 11m for adoption of MiC being sum of 4m for MiC storeys (i.e. 4% of the storey height of MiC floors) and 7m for two additional domestic storeys for the possible 10% to-be-exempted MiC GFA; and (b) 9m for two aboveground carpark storeys.
- 1.3 The northern portion of the Site is intended for high-rise development; and the southern portion is for sunken plaza, being close to the Kai Tak Development Area (KTDA) and a design feature for air ventilation². A notional scheme which has retained the planning and land use requirements as mentioned in paragraph 1.1 is drawn up by URA for assessments in support of the relaxation of PR and BHR (**Drawings A-1 and A-2**). The northern portion of the proposed development comprises two 31-storey residential blocks providing 992 flats in total, atop a 5-storey podium (excluding residents’ recreational facilities) of commercial/retail uses, GIC facilities, carparks (for both ancillary and PVP), with two basement levels for PVP. In line with the 50m setback as required under the AVA 2019², the southern portion includes a split-level sunken plaza (**Drawings A-4a and A-4b**) with two basement levels accommodating commercial/retails uses and pedestrian linkage with the proposed pedestrian subway to the underground shopping street (USS) in KTDA. Compared to the original scheme proposed under the DSP (**Plan A-9a to A-9c**), the current scheme reduces the number of PVP spaces from 300 to 217 in line with updated parking demand. The proposed basement carpark is reduced from five storeys to two, with the remaining spaces accommodated on the aboveground levels. The current scheme also reduces the number of residential towers from three to two, introduces a terrace extending over the new road, and revises the arrangement of two proposed vehicular access locations (i.e. the ingress on Sa Po Road, originally designated for private carparking only, will now

¹ According to the Notes of the DSP for the “R(A)” zone, ‘Flat’, ‘Social Welfare Facility’ and ‘Public Vehicle Park (excluding container vehicle)’ are always permitted, while general commercial uses such as ‘Shop and Services’ and ‘Eating Place’ uses are always permitted (a) on the lowest three floors of a building, taken to include basements but excluding floors wholly or mainly car parking, L/UL bay and/or plant room; or (b) in the purpose-designed non-domestic portion of a building connecting to the sunken plaza.

² According to the air ventilation assessment report (AVA 2019) for the DS scheme, good design features (i.e. the sunken plaza and 50m setback of domestic tower (at above 15m) from the intersection point of site boundary where Kai Tak Road and Prince Edward Road East meet) were proposed to enhance wind flow penetration. In the event that the proposed design features are not adopted in the future design scheme, further AVA study should be conducted by the project proponent.

accommodate all vehicles; and the access point on Kai Tak Road, previously split between PVP ingress and L/UL egress, will now serve as a consolidated egress for all vehicles) (**Drawing A-1**). The tentative completion year is 2030/31.

- 1.4 The proposed block plan and section plan of the notional scheme are at **Drawings A-1 to A-2**. A comparison of the notional schemes submitted under the DSP and under the application are summarised below:

Notional Schemes			
Major Development Parameters	Under DSP (a)	Under Current Application ^[1] (b)	Difference (b) – (a)
Site Area (m ²) ^[2]	About 5,307 [#]	About 5,307	No change
Maximum Total PR	9.0	9.0	No change
- Maximum domestic	7.5	8.0	+0.5 (6.67%)
Maximum Total GFA (m ²)	About 47,763 [#]	About 47,763	No change
- Maximum domestic (m ²)	About 39,803 [#]	About 42,456 ^[3]	+2,653 (+6.67%)
Maximum BH at main roof level (mPD)	120	140	+20 (+16.67%)
GIC Facilities (m ²) ^[4]	About 800		No change
Sunken Plaza (m ²)	About 1,000		No change
Number of Residential Towers	3	2	-1 (-33.33%)
Number of Storeys			
- Residential floors	29	31 ^[5]	+2 (+6.90%)
- Podium floors (excluding one-storey of residents' recreational facilities)	3	5 ^[6]	+2 (+66.67%)
- Basement floors	5	2	-3 (-60%)
Number of Flats ^[7]	930 [#]	992	+62 (+6.67%)
Estimated Population ^[8]	About 2,325 [#]	About 2,480	+155 (+6.67%)
Site Coverage (SC) ^[9]			No change
- Domestic	Not more than 40%		
- Non-domestic (Below 15m) ^[10]	Not more than 100%		
- Non-domestic (Above 15m)	Not more than 65%		
Parking Facilities			
- Private Car Parking	120	106	-14 (-11.7%)
- Motorcycle Parking	14	13	-1 (-7.1%)
- PVP for Private Cars	300	217 ^[11]	-83 (-27.7%)
- L/UL Spaces	11	9	-2 (-18.2%)
Private open space	1m ² per person ^[12]		No change

modified for a like-to-like comparison but in compliance with DSP.

Note:

- [1] The notional scheme is indicative in nature. URA/the future developer may come up with a different scheme in developing the Site.
- [2] Including only the area zoned "R(A)" under the approved DSP.
- [3] Excluding 10% of the MiC floor area that may be disregarded from GFA calculations as per Joint Practice Notes (JPN) No. 8.
- [4] Any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may also be disregarded under the Notes of the DSP.
- [5] 31 MiC storeys of 3.25m floor-to-floor height including 4% relaxation of BHR.
- [6] Five storeys are assigned for carparks/L/UL bays with planned uses. Pursuant to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-2, more than two aboveground carparking floors may be 100% disregarded from GFA calculation

- on the condition that the total floor area of the aboveground car parks would not exceed twice of the site area subject to specific site constraints.
- [7] Based on an average flat size of 42.8m². Taking into account the maximum 10% MiC floor area that may be disregarded from GFA calculation as per JPN No. 8, an average flat size of 47.08m² will be adopted subject to detailed design.
 - [8] 2.5 occupants per flat is assumed based on the average domestic household size in Kowloon City District based on Population Census 2021.
 - [9] In accordance with the First Schedule of Building (Planning) Regulations (B(P)R) for a Class C site.
 - [10] Excluding the new road and the sunken plaza.
 - [11] A Technical Note to propose a reduction of PVP spaces from 300 to 217 was submitted to and agreed by the Transport Department (TD) in April 2025.
 - [12] Based on Hong Kong Planning Standards and Guidelines (HKPSG).

1.5 Technical assessments including Traffic Impact Assessment (TIA), Visual Impact Assessment (VIA), Environmental Assessment (EA) (including Air Quality Impact Assessment (AQIA), Water Quality Impact Assessments (WQIA) and Waste Management), Water Supply Impact Assessments (WSIA) and Drainage Impact Assessment (DIA) have been submitted by the applicant to demonstrate that the proposed notional scheme will not generate adverse impacts to the surrounding areas.

1.6 With the improvement measures already proposed under the DSP (i.e. realigning Sa Po Road and rearranging on-street parking spaces) and the proposed vehicular access arrangement to prevent traffic queues (i.e. drop bar with an integrated camera system and active traffic management), the subject TIA demonstrates that the proposal will not generate significant adverse traffic and pedestrian flow impacts. Based on the VIA, the overall visual impact of the proposed development ranges from ‘negligible’ to ‘slight’ from the selected public viewing points and the proposed BH does not encroach onto the 20% Building Free Zone (BFZ) from Strategic Viewing Point (SVP) (**Drawings A-3a to A-3d**). The proposal would unlikely induce significant adverse visual impact as it generally blends with the surrounding developments. With mitigation measures implemented during construction phases, no adverse environmental impacts are anticipated. The WSIA and DIA also demonstrate that the proposed development is technically feasible and acceptable.

1.7 In support of the application, the applicant has submitted the following documents:

- | | |
|---|----------------------|
| (a) Application Form received on 30.6.2026 | (Appendix I) |
| (b) Supporting Planning Statement (SPS) received on 30.6.2026 | (Appendix Ia) |
| (c) Supplementary Information received on 8.7.2026 | (Appendix Ib) |
| (d) Further information (FI) received on 12.8.2026* | (Appendix Ic) |
| (e) FI received on 13.8.2026* | (Appendix Id) |
| (f) FI received on 17.8.2026* | (Appendix Ie) |
| (g) FI received on 18.8.2026* | (Appendix If) |
| (h) FI received on 21.8.2026* | (Appendix Ig) |

Remarks:

** accepted and exempted from publication and recounting requirements*

2 **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are set out in the SPS and FI at **Appendices Ia, Ic, Ie and Ig**, which are summarised as follows:

In line with the Government's Policy to Adopt MiC

- (i) In line with the Government's directives in promoting MiC that enhances productivity and quality control, accelerates project delivery and drives environmental and social benefits, the project shall adopt MiC technologies that requires double slabs, increasing each floor-to-floor height by 0.15m. Together with the 10% GFA exemption for MiC under JPN No. 8 that contributes to additional residential storeys, an overall BH increase of 11m will be resulted.
- (ii) Planning commitments from the DSP, such as the 1,000m² sunken plaza and the 50m tower setback for better wind penetration, visual comfort and noise buffer, strictly limit building mass and layout horizontally. Two existing buildings (i.e. High Place and Carlson Court) (**Plan A-2**) interspersed the Site also constrain the site configuration to be irregular. The residential towers will ultimately need to increase in height to accommodate both MiC construction requirements and all committed planning gains.

Additional Urban Design Merits through Reducing and Repositioning Towers

- (iii) Increasing BH allows the proposed development to reduce the number of residential towers from three to two, creating a wider building separation, enhancing visual and spatial comfort for future residents and surrounding neighborhood. Strategically repositioning the two towers away from Kai Tak Road opens up views for neighboring developments for better visual permeability. Reducing to two residential towers also optimises design efficiency by enabling shared use of common facilities.

In line with the Government's Initiatives to Facilitate Aboveground Carpark Design

- (iv) To shorten construction time, reduce costs and minimize disruption, excavation risks and structural impacts to the surrounding environment, the application proposes to reduce the basement carpark to two storeys and relocate a portion of spaces aboveground, aligning with the Government's initiatives in November 2025 that grants full GFA exemptions for up to two levels of aboveground carpark. As such relocation is constrained by the podium footprint, five aboveground podium storeys are proposed to accommodate the necessary parking provisions along with the planned uses, which necessitates an increase in BH of 9m (equivalent to two podium storeys) to provide sufficient vertical headroom for aboveground carparking facilities.

In line with Planning Intention and Enhancing Development Flexibility

- (v) The application is in line with the planning intention and uses stipulated on the "R(A)" zone of the DSP with a provision for minor relaxation of development parameters. The "R(A)" zone stipulates development restrictions while allows certain flexibility in building design and layout. Upon planning approval, while a concrete design will be finalised at the detailed design stage, the future development remains strictly bounded by the applied parameters approved by the Board. During implementation, URA will actively safeguard, enforce and optimize the overall urban design quality and committed public gains.

Increasing Housing Supply, Response to Market Needs and Retaining Committed Planning Gains of DSP

- (vi) The increase in domestic PR optimises the mix of residential and commercial floor areas to increase housing supply without increasing the overall development intensity, directly responding to the ample supply of commercial properties.
- (vii) Meanwhile, the key planning gains and urban design features committed under the approved DSP as mentioned under paragraph 1.1 will be retained, including the proposed road for public use as shown on **Drawing A-1**, as well as good design features (i.e. provision of sunken plaza and the said 50m setback) (**Drawings A-1, A-4a and A-4b**). While the 11m building gap between flow penetration will be provided, the original 13m gap for northern wind originally in the DSP scheme is not critical (**Plan A-9c**). In general, provision of building design elements, e.g. building separation, will accord the Sustainable Building Design Guidelines (SBDG).

Compatible with Surrounding Context and Technical Aspects

- (viii) The proposed BH of 140mPD is comparable with the existing buildings nearby (i.e. Billionaire Royale of 170mPD and Le Billionaire of around 145mPD in the north across Carpenter Road) (**Plan A-4**), making it fit harmoniously with the stepped BH profile of the area descending from the inland towards KTDA and waterfront. The VIA also demonstrates that the proposed BH causes no adverse visual impact or wall effect, does not encroach onto the 20% BFZ from SVP, and respects local stepping profile. The podium design remains compatible with surrounding areas, complemented by the said 50m setback that ensures visual comfort. While façade treatments do not have to be considered under the Town Planning Board Guidelines (TPB PG-No. 41A) for VIA, the photomontages provided at **Appendices Ia and Ic** effectively reflect the building mass of the proposal including its podium at pedestrian scale. Architectural and façade design, streetscape, detailed internal layout and micro-climate details will be resolved at the detailed design stage.
- (ix) Technical assessments are conducted based on the notional scheme to demonstrate that the proposal is technically feasible and will not induce adverse impacts on the surroundings with the applied development parameters. With necessary mitigation measures, insurmountable technical impacts are anticipated as a result of the application.

Reponses to Public Comments

- (x) Both Kowloon City District Council (KCDC) and TD had no objection to the reduction of PVP from 300 to 217 spaces. As agreed with TD, providing 217 spaces is on the conservative side, as 195 spaces are estimated sufficient to meet local demand in 2033. Additionally, KTDA was excluded from the demand study because the Site is over 1 km from Kai Tak Sports Park, making it unlikely to serve KTDA parking needs. Parking demand in KTDA is technically irrelevant to the Site.
- (xi) Relocating a portion of underground parking spaces to aboveground will not affect the vibrancy of street frontage as ground floor retail shops will be provided; and the return capacity for shops with Chiu-chow/Thai characters will not be undermined particularly

as URA has offered special arrangement³ for preserving local character to affected operators. Retail components will also be provided along the linkage to the USS and around the sunken plaza to extend the vibrancy to a wider context.

- (xii) While there are no large-scale public parks nearby, introducing the sunken plaza through restructuring back lanes and small-sized open spaces will enrich the user experience while enhancing walkability and connectivity across the area. Also, the proposed scheme will deliver sufficient local open space to meet the HKPSG requirement of 1m² per person.

3 Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is the sole “current land owner”. Detailed information would be deposited at the meeting for Members’ inspection.

4 Background

The DSP

- 4.1 The DSP approved by the Chief Executive in Council (CE in C) on 29.9.2020 (**Plan A-1b**) comprises the major portion zoned “R(A)”, i.e. the Site, with the surrounding public pavements designated as ‘Road’. Pursuant to the Urban Renewal Plan for Kowloon City (URP) recommended under the District Urban Renewal Forum (DURF) study in 2014, the DSP was prepared to facilitate redevelopment of the Site into a gateway to KTDA⁴ (**Plan A-8**). Within the Site, a sunken plaza and a linkage between street level and the pedestrian subway and future USS in KTDA via the sunken plaza will be provided (**Plans A-9a and A-9b**). To facilitate the creation of the sunken plaza, a portion of the existing Sa Po Road will be closed permanently, and a new road for public use will be provided within the Site to divert the vehicular traffic (**Plan A-9b**). The Site was resumed under Lands Resumption Ordinance in 2022 and granted to URA in March 2026.

Enhanced Facilitation Measures for Buildings Adopting MiC

- 4.2 In July 2022, the Buildings Department (BD), Lands Department (LandsD) and Planning Department (PlanD) jointly issued JPN No. 8 on ‘Enhanced Facilitation Measures for Buildings Adopting MiC’ to provide a 10% concession for MiC floor area in the calculation of GFA and SC, and a 4% storey height concession for MiC floors in the calculation of the BHR, to enhance facilitation measures for promoting wider adoption of MiC in new buildings. If MiC is not adopted in the proposed building, the GFA/SC concessions and minor relaxation of BHR for the MiC floors as approved under

³ The ‘Special Arrangement for Preserving Local Character’ offered by URA is to provide priority leasing and concessionary rent to affected operators of the Development Scheme to facilitate eligible operators, including the long established local/Thai eateries and those serving Chiu-chow/Thai communities, in continuing their businesses within the district.

⁴ Based on the recommendation in the URP under the DURF study, the Site boundary was delineated within the Nga Tsin Wai Road Area of Lung Tong defined under the study for mixed development with commercial, community and residential uses to facilitate the transformation of the area to a gateway leading to KTDA with seamless integration with the USS. An entrance plaza connecting with a subway (i.e. the sunken plaza) to the USS should be provided to serve as a gateway to create a sense of arrival, and commercial/community facilities and PVP should be provided in the future development to meet the local demand.

this application will no longer be applicable.

Relaxed GFA Exemption Arrangements for Carparks

- 4.3 In the Policy Address 2025 (PA 2025), a set of enhanced measures was put forward to allow full GFA exemption for no more than two levels of aboveground carparks to facilitate a shorter construction time, costs and expedite developments⁵. According to the initiatives, the enhanced arrangement is applicable to: (i) private carparks for residents and visitors; and (ii) public carparks provided by the developer as per the Government's requirement considering local parking needs within private development projects. Implementation details of enhanced measures have been set out in BD's updated PNAP APP-2.
- 4.4 If there are specific site constraints rendering it impossible to fully utilise the site for construction of the aboveground carparking floors such that it is necessary to provide split levels or stack up the carparking spaces in multi-levels, more than two aboveground carparking floors may be 100% disregarded from GFA calculation on the condition that the total floor area of the aboveground car parks would not exceed twice the site area.

5 Previous Application

There is no previous application at the Site.

6 Similar Applications

- 6.1 There is no similar application within the "R(A)" zone on the DSP. The two similar applications (Nos. A/K10/275 and A/K10/280) (**Plan A-1a and Appendix II**) within the "R(A)" zones on the Ma Tau Kok Outline Zoning Plan (OZP) approved by the Metro Planning Committee (the Committee), however, are unrelated to the adoption of MiC or addition of aboveground carparks.
- 6.2 Application No. A/K10/275 for minor relaxation of BHR from 100mPD to 130mPD (i.e. +30m or +30%) for the permitted public housing development was approved on 16.7.2024 mainly on the grounds that the proposed development was generally in line with the planning intention of the "R(A)" zone, keeping with the BH profile of the waterfront development and the wider area context; and no adverse impact was anticipated.
- 6.3 Application No. A/K10/280 involving a URA Development Project, is for minor relaxation of domestic PR and BH restrictions for permitted residential development with commercial/retail uses and proposed PVP. It was approved on 24.7.2026 mainly to facilitate development flexibility for a combined development of two connecting URA projects subject to different restrictions under DSP and OZP, on the grounds that policy support was given by Development Bureau (DEVB) to the proposed domestic PR of 8.0 while the total PR of 9.0 remained unchanged, aligning the BHR would facilitate an integrated development with added design flexibility to overcome site constraints, a proposed aboveground pedestrian connection was provided in a combined

⁵ Other arrangements pertaining to carpark GFA exemption will continue to apply, such as all underground carparks (regardless of private or public) will continue to have full GFA exemption.

development, and no adverse impact was anticipated.

7 The Site and Its Surrounding Areas (Plans A-1a to A-7)

7.1 The Site

- (a) is bounded by Sa Po Road to the east, Prince Edward Road East to the south, Kai Tak Road to the west and Carpenter Road to the north, excluding two buildings at 51 Sa Po Road (Carlson Court built in 2006) and 33 Carpenter Road (High Place built in 2014); and
- (b) was previously occupied by private tenements buildings of five to ten storeys, and a 12-storey commercial building, which were all demolished.

7.2 The surrounding areas have the following characteristics:

- (a) primarily a residential area dominated with low and medium-rise residential developments with ground floor shops, which is zoned “R(A)2” with a maximum BHR of 80mPD (or 100mPD for sites measuring 400m² or more); and sporadically with new high-rise residential developments, such as Billionaire Royale (170mPD) and Le Billionaire (around 145mPD) to its north. Portion of low and medium-rise residential developments is designated ‘Sub-area (2)’ under the approved URA Nga Tsin Wai Road/Carpenter Road DSP No. S/K10/URA3/2 (i.e. KC-017) intended for high-density residential developments subject to a BHR of 160mPD (**Plan A-1a**);
- (b) separated from KTDA by Prince Edward Road East in its southeast. A subway is being constructed by CEDD (i.e. SB-01) to connect the southern portion of the Site to the USS in KTDA with further access to the Mass Transit Railway (MTR) stations (i.e. Sung Wong Toi Station and Kai Tak Station) (**Plan A-8**);
- (c) to its immediate southwest is an area designated ‘Sub-area (1)’ (i.e. Site C1 shown on **Plan A-2**) under the approved URA Nga Tsin Wai Road/Carpenter Road DSP No. S/K10/URA3/2 (i.e. KC-017) intended for a low-rise commercial/retail block (subject to a BHR of 40mPD) (**Plan A-1a**) with a gateway square and further southwest the existing Tak Ku Ling Road Rest Garden, which together with the sunken plaza of the Site, to form a scalable gateway between this part of Kowloon City and KTDA in a wider context (**Plan A-3**); and
- (d) to its east is the former Regal Oriental Hotel being transformed into a student accommodation named One Hub · Kai Tak.

8 Planning Intention

The planning intention of the “R(A)” zone is primarily for high-density residential developments with the provision of a sunken plaza and underground PVP. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-domestic portion of a building connecting to the sunken plaza.

9 Comments from Relevant Government Bureau/Departments (B/Ds)

- 9.1 The following government B/Ds have been consulted and their views on the application are summarised as follows:

Policy Perspective

9.1.1 Comments of the Secretary for Development (SDEV):

- (a) DEVB acknowledges and appreciates URA's efforts in adopting an Integrated Approach, which combines redevelopment, building rehabilitation, conservation, and revitalization efforts for holistic re-planning and restructuring of the Lung Shing area. Whilst the proposed domestic PR slightly exceeds the general permissible domestic PR in Kowloon OZPs, the proposed domestic PR of 8.0 is the same as that of the KC-017 nearby; and
- (b) having regard to the aim of achieving a coherent planning and design for the Lung Shing area by blending old and new cityscapes and provided that the proposed domestic PR is technically feasible, DEVB has no objection to the proposed domestic PR of 8.0 for the subject application.

Land Administration

9.1.2 Comments of the District Lands Office/Kowloon East, LandsD:

- (a) he has no objection to the application;
- (b) the Site is located at NKIL 6658 (the Lot) which is held under the Conditions of Grant No. 20457 dated 6.3.2026 (the Lease) for a term of 50 years commencing from 6.3.2026;
- (c) pursuant to the Lease, the total GFA of any building or buildings to be erected on the Lot for private residential purpose shall not exceed 39,802m². Under the current proposal, the maximum domestic GFA will be increased to about 42,456m² which will be in breach of the Lease. Should the subject application be approved by the Board, the Grantee is required to apply to LandsD for a lease modification to implement the proposal. However, there is no guarantee that the lease modification application will be approved. If the application is eventually approved by LandsD in the capacity as the landlord at its sole discretion, it will be subject to such terms and conditions including, among others, payment of premium and administrative fee as may be imposed by LandsD;
- (d) noting that more than two floors of aboveground carpark is proposed under the application, the Grantee is required to obtain written approval from the Director of Lands (subject to payment of any premium and administrative fee as determined by the Director of Lands) pursuant to the Lease for not taking into account any parking spaces (including PVP) in any floor in addition to two floors of parking spaces at or above the ground level of the building or buildings erected on the Lot for the purpose of calculating the total GFA provided that they have been excluded by the

Building Authority (BA) from the calculation of GFA under BO; and

- (e) his detailed comments are at **Appendix IV** and advisory comments at **Appendix V**.

Building Matters

9.1.3 Comments of the Chief Building Surveyor/Kowloon, BD (CBS/K of BD):

- (a) he has no in-principle objection to the application subject to the following comments;
- (b) all building works are subject to compliance with BO. Detailed comments under the BO will be given at the building plans submission stage;
- (c) granting of GFA and/or SC concessions under BO for the adoption of MiC in the proposed development will be favourably considered subject to compliance with JPN No. 8;
- (d) a building proposal with 5-storey aboveground carpark on the podium was submitted to the BA for approval on 10.12.2025. Having considered the special circumstances of the Site and the justifications provided by the Authorized Person, and noting that the proposed arrangement of the carparking floors was in line with PNAP APP-2 and there were no adverse comments from the relevant departments, 100% GFA concession for the 5-storey aboveground carparking floors on the podium was accepted by the Building Committee I on 3.2.2026. The corresponding building plans were approved by the BA on 25.2.2026 (Attachment 1 to **Appendix Ia**); and
- (e) his other detailed comments are at **Appendices IV** and **V**.

Traffic

9.1.4 Comments of the Commissioner for Transport (C for T):

- (a) no comment on the proposed parking and L/UL spaces to be provided within the proposed development, provided that the relevant lease conditions are complied with, as detailed at **Appendix IV**, including 217 PVP spaces, and the issue on minimizing the number of affected on-street metered parking spaces will be dealt with separately; and
- (b) no comment on the submission from district traffic engineering perspective as he notes from **Appendix Ic** that drop bar with an integrated camera system will be installed near the carpark entrance to minimize operation time and any potential traffic queue will be accommodated entirely within the site along the internal ramp leading to the PVP.

Environmental

9.1.5 Comments of the Director of Environmental Protection (DEP):

- (a) the application is proposed to be ‘non-scheme-based’ for illustration purpose for technical assessment. Based on the findings of the EA submitted (**Appendix Ia**), insurmountable environmental impact associated with the proposed development is not anticipated. In particular, adverse air quality impact is not anticipated and the noise and sewerage impacts arising from the application will be addressed under land lease mechanism. Detailed comments are summarized at **Appendix IV**; and
- (b) on the above basis, insurmountable environmental impacts associated with the proposed development are not anticipated. He has no objection to the application from environmental perspective. However, he has some comments on the EA as provided in **Appendix V** for follow-up by the applicant.

9.1.6 Comments of the Chief Engineer/Mainland South, Drainage Services Department (DSD):

no comment on the application. The applicant should note and address his comments on the DIA at **Appendix V** during detailed design stage.

Fire Safety

9.1.7 Comments of the Director of Fire Services (D of FS):

- (a) no specific comment on the proposal subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the D of FS under other regulatory regimes; and
- (b) his detailed comments are at **Appendix IV** and the advisory comments are at **Appendix V**.

Urban Design, Visual Impact and Landscape

9.1.8 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L of PlanD):

- (a) she has no adverse comment on the application from urban design, visual and landscape planning perspectives;

Urban Design and Visual Aspects

- (b) the proposed increase in BHR is mainly due to an increase of about 11m for MiC; and an increase of about 9m for aboveground carpark;
- (c) the Site is located within a residential cluster zoned “R(A)” with a BHR of 80mPD. High-rise residential developments with BHs of 170mPD are situated to its immediate north while Site C1 of KC-017 with a BHR of 40mPD lies to its immediate southwest. To the south of the Site across Prince Edward Road East, there is another cluster of residential cluster in the KTDA with BHRs of 135mPD;

- (d) the applicant has submitted a VIA for the notional scheme in support of the application. The VIA concluded that the overall visual impacts of the proposed development from the identified public viewing points (VPs) range from “negligible” to “slight” when compared with the approved DSP Proposal, taking into account the existing and planned developments in the surroundings. Design measures including the provision of a sunken plaza of 1,000m², a 50m setback of domestic tower from the furthest point of the southern Site boundary along Prince Edward Road East, and a 11m-wide building gap between the domestic towers in accordance with SBDG as proposed in the approved DSP scheme are retained in the notional scheme. Given the surrounding context, it is considered that the proposed development is not incompatible with the visual character of the surrounding townscape;

Landscape Planning

- (e) based on the aerial photo taken in 2025, the Site was located in an area of urban landscape character comprising residential buildings and commercial building. The proposed use is considered not incompatible with the landscape setting in the proximity;
- (f) with reference to the above aerial photo and site photos taken on 10.7.2026, the Site was formed. No trees were observed within the Site. According to the application form (**Appendix I**), no tree felling will be involved; and
- (g) in view of the above, significant adverse landscape impact arising from proposed use is not anticipated.

Social Welfare

9.1.9 Comments of the Director of Social Welfare (D of SW):

- (a) he understands that URA now proposes to seek minor relaxation of domestic PR and BH restrictions for permitted residential development at KC-015. According to their previous exchange with URA, Social Welfare Department (SWD) has proposed and URA has agreed to incorporate a 100-place Child Care Centre thereat; and
- (b) on the understanding that URA will ensure all requirements for the Child Care Centre as stipulated in the Conditions of Grant and Technical Schedule as well as all current and prevailing ordinances and regulations will be fulfilled, and there will be ongoing liaison with SWD during the detailed design stage, he has no adverse comment on the planning application.

Connectivity with KTD A

9.1.10 Comments of the Project Manager (East), Civil Engineering and Development Department (CEDD):

- (a) no comment from project interface perspective on the proposed minor

relaxation; and

- (b) the works for subway SB-01 are targeted to be completed in 2026, followed by testing and commissioning of electrical and mechanical works.

9.2 The following government departments have no comment on/objection to the application.

- (i) Chief Engineer/Construction, Water Supplies Department (WSD);
- (ii) Chief Highway Engineer/Kowloon, Highways Department (HyD);
- (iii) Commissioner of Police;
- (iv) Head of Geotechnical Engineering Office, CEDD;
- (v) Director of Electrical and Mechanical Services (DEMS); and
- (vi) District Officer (Kowloon City), Home Affairs Department.

10 Public Comments Received During the Statutory Publication Period

10.1 During the statutory 3-week public inspection period, two opposing comments (**Appendix III**) from individuals were received, which are summarised as follows,

- (a) the proposal fails to demonstrate the required net public and design merits, offering mostly proponent-side benefits while significantly compromising public outcomes. The proposal erases local alleys and open space, and the single-sided flat design lacks cross-ventilation, contradicting URA's mission to enhance living conditions in urban renewal;
- (b) reducing PVP spaces across both the Site and the adjacent KC-017 scheme while relocating parking to an aboveground podium exacerbates local parking shortages and forfeits promised street-level planning gains;
- (c) the VIA is misleading, as it conceals the massing of the enlarged 5-storey podium that may create a severe wall effect, dulling streetscape vitality and impact on sunlight penetration;
- (d) retail space is now disconnected from the sunken plaza to the detriment of local vibrancy and commercial viability, while a binding condition for such integration should be imposed;
- (e) reduction in retail floor space is based only from developers' views and directly breaches URA commitments to relocate local character shops;
- (f) a non-scheme-based application creates a binding entitlement to parameter increases while leaving public benefits non-binding, capturing the development upside without guaranteeing any public gain; and
- (g) removing the east-west ventilation corridor without an updated AVA disrupts pedestrian airflow.

11 Planning Considerations and Assessments

11.1 The current application is seeking planning permission for minor relaxation of maximum domestic PR restriction from 7.5 to 8.0 (+0.5 or +6.67%) while keeping the maximum total PR of 9, maximum BHR from 120mPD to 140mPD (+20m or +16.67%) for permitted residential development with GIC, commercial/retail and PVP uses.

Planning Intention and Land Use Compatibility

- 11.2 According to the Notes of the DSP, the proposed development for permitted residential use with a sunken plaza, two basement levels prioritizing for PVP, GIC facilities and retail/commercial uses on G/F and basement floors linking with the sunken plaza is in line with the planning intention of the “R(A)” zone. Essential elements including provision of a sunken plaza, underground PVP, GIC facilities and commercial uses on the lowest three floors of a building or in the purpose-designed non-domestic portion of a building connecting to the sunken plaza are all adhered to.

Minor Relaxation of Domestic PR Restriction

- 11.3 Having regard to the aim of achieving a coherent planning and design for the Lung Shing area by blending old and new cityscapes and provided that the proposed domestic PR is technically feasible, DEVB has no objection to the proposed domestic PR of 8.0 for the subject application. The total PR restriction remains unchanged under the application, which aligns with the maximum PR restrictions of 9.0 for the overall “R(A)” zones on the adjoining Ma Tau Kok OZP. According to the applicant, the minor relaxation of the maximum domestic PR can enhance the flexibility to optimise the mix of residential and commercial GFAs and the resultant reduction of non-domestic GFA will not affect the provision of shops on ground floor along the street frontage to maintain street vibrancy (**Drawing A-2**). Further, certain GFA for commercial use will be included in connection with the pedestrian subway to the USS in KTDA to be in line with recommendations of URP, expanding the vibrant street network. The future provision of the GIC facilities as required by the Government will not be affected as they are exempted from GFA calculation.

Minor Relaxation of BHR

- 11.4 The application is for minor relaxation of BHR from 120mPD to 140mPD (+20m or +16.67%), with 11m for the adoption of MiC for two domestic towers (each having 31 storeys) and 9m for two aboveground carpark storeys at the podium respectively, which is considered in line with JPN No. 8 and PNAP APP-2. According to the applicant, the Site is subject to various site requirements including the provision of sunken plaza and 50m setback of domestic tower and is interspersed by two existing buildings, resulting in an irregular site configuration. Such site configuration limits the site layout flexibility to fully utilise the concessionary SC to accommodate the MiC GFA. The proposed increase for MiC addresses these physical constraints by allowing vertical distribution of permissible development parameters and adoption of a more regular tower footprint, as well as the double slabs required under MiC technologies. Ultimately, the proposed development of 140mPD is not incompatible with the visual character of the surrounding townscape and the VIA concludes that the proposal will unlikely induce significant adverse visual impact as it generally blends with the surrounding developments. In terms of air ventilation, as good design features (i.e. the 1,000m² sunken plaza and 50m setback) required under AVA 2019 are adopted under the notional scheme and the building separation will be provided in accordance with the SBDG, further AVA study is not required. CTP/UD&L has no adverse comment on the application from the urban design, visual and landscape perspectives. It is noteworthy that, should the planning permission be granted, the applied BH relaxation of 11m for MiC floors and 9m for the aboveground carpark are contingent upon their actual adoption.

Planning and Land Use Requirements and Technical Aspects

- 11.5 The proposed relaxation of domestic PR and BH restrictions will not jeopardise the realisation of the planning and design merits as the essential elements under the DSP are retained as mentioned in paragraph 11.2. Besides, the technical assessments based on the notional scheme have demonstrated that there are no adverse technical impacts arising from the application. The TIA demonstrates that with traffic improvement measures, vehicular access arrangement and active traffic management proposed under the DSP and this application, no significant adverse traffic impact due to the current application is anticipated. C for T has no adverse comment on the revised arrangement of the vehicular access with the traffic queues prevention measures and parking provisions (including the reduced PVP spaces). DEP has no adverse comment from environmental perspectives. Other relevant government departments consulted including BD, Fire Services Department, HyD, WSD and DSD have no adverse comments on/no objection to the application, subject to incorporation of relevant conditions under other administrative and regulatory regimes.

Indicative Scheme

- 11.6 The notional scheme submitted by the applicant is indicative to facilitate assessments on the maximum capacity of the Site on the possible layout, that the increase in maximum domestic PR and BH is technically feasible in principle and will not induce significant adverse impacts in terms of traffic, visual, environmental, water supply and drainage aspects. Should the Committee approve the application, the approval is for the minor relaxation of maximum domestic PR and BH restrictions proposed under the application. The development parameters applied, i.e. the domestic PR and the BH restrictions will be binding should the application be approved. As shown in the notional scheme, public gains encapsulated in planning and land use requirements in the DSP are unaffected by proposed development parameters. These requirements, including GIC provision, new road and the subway connection via the split-level sunken plaza to KTDA, have been incorporated in the land grant conditions.

Similar Applications

- 11.7 The Committee has approved two similar applications within the “R(A)” zones on the Ma Tau Kok OZP, one for minor relaxation of BHR for permitted public housing development (A/K10/275) and the other for minor relaxation of domestic PR and BH restrictions to facilitate an integrated residential development by URA (A/K10/280). These applications are dissimilar to the subject application as they are unrelated to the adoption of MiC or addition of aboveground carparks. The planning assessment of this case has been set out in paragraphs above.

Public Comments

- 11.8 Regarding the public comments, planning considerations and assessments in paragraphs 11.3 to 11.6 above and the applicant’s justifications/responses in paragraph 2 are relevant. Should the application be approved, the applied key parameters as stated in paragraph 11.1 will be binding on the Site.

12 Planning Department's Views

12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.

12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 28.8.2030, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The recommended advisory clauses at **Appendix V** are suggested for Members' reference.

12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the applicant fails to demonstrate that there are sufficient planning and design merits to justify the proposed minor relaxation of plot ratio and building height restrictions.

13 Decision Sought

13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.

13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14 Attachments

Appendix I	Application Form received on 30.6.2026
Appendix Ia	SPS received on 30.6.2026
Appendix Ib	Supplementary Information received on 8.7.2026
Appendix Ic	FI received on 12.8.2026
Appendix Id	FI received on 13.8.2026
Appendix Ie	FI received on 17.8.2026
Appendix If	FI received on 18.8.2026
Appendix Ig	FI received on 21.8.2026
Appendix II	Similar applications within "R(A)" zone in Ma Tau Kok OZP
Appendix III	Public Comments
Appendix IV	Detailed Comments of Government Departments
Appendix V	Recommended Advisory Clauses
Drawing A-1	Notional Block Plan
Drawing A-2	Notional Section Plan
Drawings A-3a to A-3d	Photomontages
Drawings A-4a and 4b	Artist's Impressions of Split-level Sunken Plaza

Plan A-1a	Location Plan
Plan A-1b	Approved DSP
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	BH Plan
Plans A-5 to A-7	Site Photos
Plan A-8	URP recommended under the DURF study
Plans A-9a to 9c	Notional Scheme and Proposals under the DSP

**PLANNING DEPARTMENT
AUGUST 2026**